









...ceded lustily in celebration of the wonder-  
ful trip made from the islands.—*Tanen*

**MODERN SHYLOCK.**  
A correspondent, who is tressed at the modern system of lending money at enormous interest, sends us the following clipping from a home paper:—  
At Shoreditch County court, on Tuesday, before Judge French, Q. C., William Kewth, trading as Kenneth and Co., 78, Albion street, and describing himself as a merchant, sent George Archer, a clerk in the office of the H. S. King & Co., 10, Cannon street, Cornhill, on judgment summons for the non-payment of instalments of a debt due under an order of the court. Mr. Jackson, barrister, said that he had been instructed on behalf of defendant's employers, the well-known bankers, to represent him in this case. They considered it wise of the most shameful that had ever occurred before the court. Defendant was a

... into pecuniary difficulties through illness in his family, and in a weak moment, applied to this man for a loan of 5l. The agreement was that he was to pay 2l. 10s.

interest each quarter, which works out at  
 interest had already paid over \$60. in  
 interest, and then plaintiff obtained judg-  
 ment against him for the amount of the  
 original loan.—Judge French said there  
 was no evidence of means sufficient to  
 satisfy him. The case was dismissed. He  
 explained the sum of \$60. to be the  
 defendant for his standstill for the  
 Judge Leonard, sitting at Southampton  
 county court, on Tuesday, had before him  
 an action brought by the Provincial Union  
 bank, of Ship-street, Brighton, against the  
 illness Messrs. B. & Co. of the which  
 was for £11, 11s. 6d., 4. 10s. of which was  
 £10.00. The case was on a promissory note, and  
 the defendant, who was a man of the name  
 of Plaintiff's solicitor asked for an order for  
 the full amount.—His Honor: One hundred  
 and eighty per cent. That won't do.  
 He made an order for the payment of 10s.  
 a month on the amount due on the prom-  
 issory note, and ordered the interest to be  
 paid at the rate of 1d. per month; deducting  
 the interest paid on the note. The order  
 according to the order will occupy 121 years  
 and eight months. The decision was re-  
 ceived with some applause in court. The  
 solicitor for the bank said there were several  
 other claims of a similar character, but his  
 Honor had put some pressure upon him

There is a movement in California in favor of a national law excluding Japanese laborers from the United States. It is claimed that the Japanese are as dangerous to the whites as the Chinese, since they are willing to sell their labor at forty or fifty cents a day. The Two Republics says in support of this movement, "It is not to be incontestable that if white men are to compete with labor which offers itself for three dollars a week they can only do so by being reduced to that level of degradation which a three-dollar-a-week man in America. Shall they be thus reduced? This is the question. And this is the Chinese-Japanese problem. Out this way we have but one answer to it; we do not accept as that Chinese labor shall be reduced to the Mong-lia level." In the Book there is vigorous opposition to this agitation. Thus The New York Sun says: "We were surprised to find that this interesting agitation was never started in America. It is a pity that this is the case, since it is the comparatively few representatives of the Japanese who are now on the Pacific coast. It is the 'Yankies of the Orient' were manifestly in an undesirable class of immigrants, and it is hardly enough of them likely to leave their native country and come to America without any serious apprehensions for many years to come. We believe that such as may come will prove to be a very different

able element of our population. Certainly no statesman in his senses is going to imperil the friendly and mutually profitable intercourse of the United States and Japan by advocating legislation calculated to terminate that intercourse just as it is becoming

THE ORIGIN OF THE P. & O. CO.

We have recently been told in Sir Bartle's biography how the British Indian Government, in 1834, first originated the idea of the P. & O. from the fact that Sir Bartle Fraser, through the influence of Sir William Mackintosh and the Earl of Dalhousie, in 1833, Chowringhee, went to Calcutta as Member of Council, and the origin of the P. & O. is as follows:

Some time in the thirties two young gentlemen commenced a trade between Calcutta and England, the names of the gentlemen being Anderson and John G. Gifford. The first cargo consisted of 100000 lbs of opium, and about 1834 they chartered the steamer "Royal Rival" from the Dublin Steam Packet Co. This was the origin of the P. & O.

When the Spanish Government wanted a regular communication between London and Calcutta, Sir William Gifford and Anderson, a small company, required assistance, and they got the first mail contract, entered into

to the British Government, and have it  
still. In 1899 they extended the line to  
Malacca, Alexandria, Corfu and the Levant,  
and in 1940 they got their charter as the  
P. and O. Company with a view of obtaining  
a line of steamers on the other side of  
the Indian Ocean. This is how it came  
to be called the P. and O. Line and Oriental.  
Although at present they have little to do  
with the Peninsula except at Gombay,  
Singapore.

Bassos, Guitars, Mandolins, Autoharp,  
Violins, and Strings and Strings for sale at  
W. Robinson and Co.

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**HONGKONG MARITIME**

	Previous daylight	On date daylight	On date dark
Barometer	30.15	30.28	30.06
Temperature	81	71	69
Humidity	97	67	68
Direction of Wind	SW	W	W
Force	2	1	0
Weather	b	b	b
Rain	—	—	—

Wettest open air temperature on the 24th ..... 7  
Lowest open air temperature on the 24th ..... 1

F. J. Price,  
First Assistant.  
Hongkong Observatory, Nov. 23, 1929.

**Temperature.**  
(Taken at Main Building 5 ft. in  
Front of Weather Vane.)

Hongkong, December 15, 1929.  
Rainbow 2 3 4 5 6 7 8 9 10

Do.	1914-1915	100	85
Do.	1915-1916	100	82 1/2
TAKEN FROM THE — 1916-1917			
Do.	1916-1917	100	71
Do.	1917-1918	100	71
Do.	1918-1919	100	61
Do.	1919-1920	100	61
Do.	1920-1921	100	60
Do.	1921-1922	100	79
Do.	1922-1923	100	74



## Mails.

## NOTICE.

COMPAGNIE DES MESSAGERIES  
MARITIMES.  
PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, ADEN, SUEZ,  
PORT SAID,  
MEDITERRANEAN AND  
BLACK SEA PORTS, ALEXANDRIA,  
MARSEILLES, LONDON,  
HAVRE AND BORDEAUX;  
ALSO  
PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 27th November,  
1896, at Noon, the Company's  
Steamship SALAZAR, Commandant PAUL,  
with MALES, PASSENGERS, SPECIES,  
and CARGO, will leave this Port for the  
above places.

Cargo and Species will be registered for  
London as well as for Marseilles, and so  
placed in transit through Marseilles for the  
principal places of Europe.

Shipping Orders will be granted till  
Noon.

Cargo will be received on board until 4  
p.m. Species and Passengers until 3 p.m.  
on the 26th November, 1896. (Passengers not  
to be on board; they must be left at the  
Agency's Office).

Contents and value of Packages are re-  
quired.

For further particulars, apply at the  
Company's Office.

G. DE CHAMPEAUX,  
Agent.

Hongkong, November 18, 1896. 2118

### NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.  
The attention of Passengers is directed  
to the very low rates offered by this  
Line to the Pacific Coast and to the Inter-  
ior and Eastern Cities of the UNITED  
STATES and CANADA and to Europe.

HONGKONG TO LONDON, \$400.  
Excellent accommodation. First class  
Table. Doctor and Stewardess' service.  
HONGKONG TO NEW YORK, \$350.  
The Railroad travelling is second to none  
on the American Continent. Magnificent  
Scenery of the Rocky and Cascade Moun-  
tains. The Yellowstone National Park  
route. Passengers to Europe may proceed  
by one of the first class ATLANTIC MAIL  
LINES.

HONGKONG TO TACOMA, \$295.  
Rates of Passage to other Ports on ap-  
plication.  
Special rates allowed to members of Go-  
vernment Services.

PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION.)

Destination	Day	Time
Victoria	Tuesday	Dec. 8.
Hankow	Tuesday	Dec. 24.
Tacoma	Tuesday	Jan. 14.
Victoria	Tuesday	Feb. 11.

THE Steamship VICTORIA  
Capt. J. PANTON, sailing at Noon on  
TUESDAY, the 26th December, will pro-  
ceed to VICTORIA, B.C., and TACOMA,  
and SHANGHAI, INLAND SEA, KOBE  
and YOKOHAMA.

Through Bills of Lading issued to Japan,  
Pacific Coast Ports, and to Canadian and  
United States Ports.

Consular Invoices of Goods for United  
States Ports should be in quadruplicate,  
and one copy must be sent forward by the  
steamer to the care of the Freight Agent,  
Northern Pacific Railroad, Tacoma, Wash.  
Parcels must be sent to our Office (with  
address marked in full) by 5 p.m., on the  
day previous to sailing.

For further information as to Passage or  
Freight, apply to

DODWELL, CARROLL & Co.,  
Agents.

Hongkong, November 11, 1896. 2021

## Intimations.

UP THE YANGTSE,  
BY  
E. H. PARKER,  
with  
SKETCH MAPS.

PRICE, \$1.50.

CONTENTS:

The Yangtze Gorges and Rapids in Hu-  
peh. The Rapids of the Upper Yangtze.  
The "Yalu" and the "Hsiao" Rivers.  
A Journey in North Szechuan.  
The Great Salt Wells.  
North Kwei Chow.  
The Wilds of Hu-  
peh.  
Szechuan Plants.

Orders for Copies will be received by  
Messrs. LAY, GRAYSON & Co., and  
Messrs. KELLY & WALSH, Limited.

Relieves the scal-  
ding pain at once  
and  
CURES  
all discharges from  
the genital  
urinary or  
anal glands in either  
sex in  
48 HOURS.  
Santal-Midy  
is a  
specific  
for  
Gonorrhea,  
Cystitis,  
and all  
inflammations  
of the  
urinary  
tract.

Each bottle contains  
Santal-Midy,  
8, RUE VIVIER, PARIS.

For Sale by A. S. Watson & Co., Chemists.

## Mails.

## U. S. Mail Line.

PACIFIC MAIL STEAMSHIP  
COMPANY.VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
China (via Nagasaki,  
Kobe, Inland Sea, and  
Honolulu)..... TUESDAY, Nov. 25,  
at noon.

Peru (via Nagasaki,  
Kobe, Inland Sea, and  
Honolulu)..... TUESDAY, Dec. 17,  
at noon.

City of Rio de Janeiro  
(via Nagasaki,  
Kobe, Inland Sea, and  
Honolulu)..... SATURDAY, Jan. 4,  
1897, at noon.

THE U. S. Mail Steamship CHINA  
will be despatched for SAN FRAN-  
CISCO, via NAGASAKI, KOBE, IN-  
LAND SEA, YOKOHAMA and HONO-  
LULU, on MONDAY, the 26th November,  
at noon, taking Passengers and Freight  
for Japan, the United States, and Europe.

Steamers of this line pass through the  
INLAND SEA OF JAPAN, and call at  
HONOLULU, and passengers are allowed to  
break their journey at any point en route.

Through Passage Tickets granted to  
England, France, and Germany by all  
trans-Atlantic lines of Steamers, and to the  
principal cities of the United States or  
Canada. Rates may be obtained on applica-  
tion.

Passengers holding through ORDERS TO  
EUROPE, but the choice of the Overland  
Rail routes from San Francisco, including  
the SOUTHERN PACIFIC, CENTRAL  
PACIFIC, UNION PACIFIC, DENVER  
and RIO GRANDE and NORTHERN  
PACIFIC RAILWAYS; also the CANA-  
DIAN PACIFIC RAILWAY on payment of  
\$4 in addition to the regular tariff rates.

Passengers holding orders FOR OVER-  
LAND CITIES in the United States have,  
between San Francisco and Chicago, the  
option of the SOUTHERN PACIFIC,  
CENTRAL PACIFIC, UNION PACIFIC,  
DENVER and RIO GRANDE and other  
direct connecting Railways, and from Chi-  
cago, to destination, the choice of direct  
lines.

Particulars of the various routes can be  
had on application.

Special rates (first class only) are granted  
to Missionaries, members of the Navy,  
Military, Diplomatic, and Civil Services,  
to European officials in service of China  
and Japan, and to Government officials and  
their families.

Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan  
Ports, to San Francisco, to Atlantic and  
Inland Cities of the United States, via  
Overland Railway, to Havana, Trinidad,  
and Panama, and to ports in Mexico,  
Central and South America, by the Com-  
pany's and connecting Steamers.

Freight will be received on board until 4  
p.m. the day previous to sailing. Parcel  
Packages will be received at the office until  
5 p.m., same day; all Parcel Packages  
should be marked to address in full; value  
if so required.

Consular Invoices to accompany Cargo  
declared to points beyond San Francisco  
in the United States, should be sent to the  
Company's Office in Sealed Envelopes,  
addressed to the Collector of Customs at San  
Francisco.

For further information as to Passage  
and Freight, apply to the Agents of the  
Company, No. 7, Praya Central.

J. S. VAN BUREN,  
Agent.

Hongkong, November 25, 1896. 2148

### Occidental & Oriental Steam- Ship Company.

FAKING CARGO AND PASSENGERS  
TO JAPAN, THE UNITED  
STATES, MEXICO, CENTRAL AND  
SOUTH AMERICA, AND EUROPE,  
VIA

THE OVERLAND RAILWAYS,  
AND  
ATLANTIC & OTHER CONNECTING  
STEAMERS.VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
Africa (via Nagasaki,  
Kobe, Inland Sea, and  
Honolulu)..... FRIDAY, Dec. 6,  
at noon.

Coptic (via Nagasaki,  
Kobe, Inland Sea, and  
Honolulu)..... THURSDAY, Dec. 26,  
at noon.

Tactic (via Nagasaki,  
Kobe, Inland Sea, and  
Honolulu)..... TUESDAY, Jan. 14,  
at noon.

\* This steamer will carry no Passengers.

THE Company's Chartered Steamship  
AFRIDI will be despatched for  
SAN FRANCISCO, via NAGASAKI,  
KOBE, INLAND SEA and YOKOHAMA,  
on FRIDAY, the 6th December, at Noon,  
connection being made at Yokohama with  
Steamers from Shanghai.

Steamers of this line pass through the  
INLAND SEA OF JAPAN and call at  
HONOLULU, and passengers are allowed to  
break their journey at any point en route.

Through Passengers Tickets granted to  
England, France, and Germany by all trans-  
Atlantic lines of Steamers, and to the prin-  
cipal cities of the United States or Canada.  
Rates and particulars of the various routes  
may be obtained upon application.

Special rates (first class only) are granted  
to Missionaries, members of the Navy,  
Military, Diplomatic, and Civil Services,  
to European officials in service of China  
and Japan, and to Government officials and  
their families.

Passengers who have paid full fare, re-  
turning at San Francisco for China or  
Japan (via over sea) within one year, will  
be allowed a discount of 10 per cent. This  
allowance does not apply to through fares  
from China and Japan to Europe.

All Parcel Packages should be marked to  
address in full, and same will be received  
at the Company's Office until 5 p.m. on the  
day previous to sailing.

Consular Invoices to accompany Cargo  
destined to points beyond San Francisco  
in the United States, should be sent to the  
Company's Office, addressed to "Co. C.  
Agents," Customs, San Francisco.

For further information as to Freight  
and Passage, apply to the Agency at  
Company, No. 7, Praya Central.

J. S. VAN BUREN,  
Agent.

Hongkong, November 14, 1896. 2074

## Mails.

STEAM FOR  
STRAITS, CEYLON, AUSTRALIA,  
INDIA, ADEN, EGYPT,  
MEDITERRANEAN PORTS,  
PLYMOUTH AND LONDON.Through Bills of Lading issued for BATA-  
VIA, PERSIAN GULF, CONTIN-  
ENTAL AND AMERICAN PORTS.

THE Steamship KHEDEVE, Captain  
C. L. DANIEL, carrying Her  
Majesty's Mails, will be despatched from  
this Port for BOMBAY, on THURSDAY, the  
5th December, at Noon, taking Passengers  
and Cargo for the above Ports. (This  
Steamer connects at Bombay with the  
PENINSULAR & NORTH INDIAN STEAM-  
SHIP CO.'S, which Vessel takes on her  
Cargo for LONDON, via SUEZ CANAL,  
leaving that port on the 28th DECEM-  
BER, 1896).

Silk and Valuable, all Cargo for France,  
and Tea for London (under arrangement);  
will be transhipped at Colombo into a  
steamer proceeding direct to Marseilles and  
London; other Cargo for London, &c., will  
be conveyed via Bombay.

Parcels will be received at this Office  
until 4 p.m. on the day before sailing. The  
contents and value of all packages are  
required.

Shippers are particularly requested to  
note the terms and conditions of the Com-  
pany's Bills of Lading.

For further Particulars, apply to

ALF. WOOLLEY,  
Acting Superintendent.

P. & O. S. N. Co.'s Office.

Hongkong, November 25, 1896. 2169

## NORDDEUTSCHER LOYD.

## NOTICE.

STEAM FOR  
SINGAPORE, COLOMBO, ADEN,  
SUERZ, PORT SAID,  
NAPLES, GENOA,  
ANTWERP, BREMEN & HAMBURG,  
-PORTS IN THE LEVANT, BLACK  
SEA & BALTIC PORTS.

ALSO,  
LONDON, NEW YORK, BOSTON,  
BALTIMORE, NEW ORLEANS,  
HALVESTON & SOUTH AMERICAN  
PORTS.

THE COMPANY'S STEAMERS WILL CALL  
AT SOUTHAMPTON TO LAND PASSENGERS  
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills  
of Lading for the principal places in  
RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

Destination	Day	Time
Prussia	Monday	Dec. 9.
Sachsen	Monday	Jan. 6.
Germa	Monday	Feb. 3.

ON MONDAY, the 9th day of December,  
1896, at 3 p.m., the Company's  
S.S. PREUSSEN, Captain HUGEMANN,  
with MALES, PASSENGERS, SPECIES,  
and CARGO, will leave this Port for  
NAPLES and GENOA.

Shipping Orders will be granted till  
Noon, on SATURDAY, the 7th December,  
Cargo and Species will be received on  
board until Noon, on Monday, the 9th  
December, and Parcels will be received (at  
the Agency's Office) until Noon, on SATUR-  
DAY, the 6th December. Contents of Packages  
are required. No Parcel Receipts will be  
issued for less than \$2.50 and Parcels  
should not exceed Two Feet Cubic in  
measurement.

The Steamer has splendid Accommodation  
and carries a Doctor and Stewardess.  
Luton can be washed on board.  
For further Particulars, apply to

MELOERS & Co.,  
Agents.

Hongkong, November 15, 1896. 2123

## Shipping.

## Steamers.

FOR NEW YORK & NEW ORLEANS,  
VIA SUEZ CANAL.

The Steamship  
Tevetide,  
Captain Gordon, shortly  
expected, will load here for the above  
Ports, and will have quick  
despatch.

For Freight, apply to

SHEWAN & Co.,  
Agents.

Hongkong, November 4, 1896. 2500

CHINA NAVIGATION COMPANY,  
LIMITED.FOR SINGAPORE, SAMARANG AND  
SOERABAYA.

The Steamship  
Tevetide,  
Captain Gordon, shortly  
expected, will load here for the above  
Ports, and will have quick  
despatch.

For Freight, apply to

SHEWAN & Co.,  
Agents.

Hongkong, November 4, 1896. 2500

## SHIRE LINE OF STEAMERS.

## FOR NEW YORK VIA SUEZ CANAL.

(To follow the Steamers Strathgyle  
and Glenlogie)

The Steamship  
Tevetide,  
Captain Gordon, shortly  
expected, will load here for the above  
Ports, and will have quick  
despatch.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, November 23, 1896. 2170

## SHIRE LINE OF STEAMERS.

## FOR NEW YORK VIA SUEZ CANAL.

(To follow the Steamers Strathgyle  
and Glenlogie)

The Steamship  
Tevetide,  
Captain Gordon, shortly  
expected, will load here for the above  
Ports, and will have quick  
despatch.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, November 23, 1896. 2170

## The Overland China Mail.

IS PUBLISHED to suit the Departure  
of each EXPRESS and PASSENGER MAIL  
Steamer for Europe. It contains special  
Commercial Intelligence, special tables of  
Shipping, and other information. The  
various Reports of Courts and Meetings,  
and all other news, are given in full as  
they appear in the Daily Press.

The Overland China Mail, by the con-  
venience of its form and the accuracy and  
fullness of its reports, has long been popular  
with residents who wish to send home a  
weekly budget of the news of Hongkong  
and the Far East. Circulating, as it does,  
amongst nearly all the old China "hands"  
at Home and also among residents at the  
Treaty Ports and in the interior, it offers  
special advantages to advertisers.

The Overland China Mail will be regularly  
posted from the China Mail Office to sub-  
scribers, on their addresses being forwarded  
to the Office.

Subscription:  
Per Annum, - - - \$12.00, postage, \$1.50  
" Quarterly, - - - 3.00, " .50  
" Single Copy, - - - .50

China Mail Office, Hongkong.

## Shipping.

## Steamers.

THE CHINA & MANILA STEAMSHIP  
COMPANY, LIMITED.

## FOR MANILA (DIRECT).

The Co.'s Steamship  
Zafra,  
Captain GORDON, will be  
despatched for the above  
Ports on TUESDAY, the 26th Instant, at  
4 p.m., instead of as previously advertised.  
This Steamer has superior Accommodation  
for Passengers.

For Freight or Passage, apply to  
SHEWAN & Co.,  
General Managers.

Hongkong, November 23, 1896. 2178

## OCEAN STEAMSHIP COMPANY.

## FOR SHANGHAI VIA AMOY.

(Taking Cargo & Passengers at through rates  
for NINGPO, CHEFOO, TIENSIN,  
HANKOW and Ports on the  
YANGTSE).

The Co.'s Steamship  
Tevetide,  
Captain Gordon, will be  
despatched as above on  
TUESDAY, the 26th Instant.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, November 23, 1896. 2187

FOR SINGAPORE, PENANG AND  
CALCUTTA.

The Steamship  
Aratton Apat,  
Capt. J. E. HANSEN, will  
be despatched for the above  
Ports on SATURDAY, the 30th  
Instant, at Daylight.

For Freight or Passage, apply to  
DAVID SASSON, SONS & Co.,  
Agents.

Hongkong, November 20, 1896. 2161

## SHELL LINE OF STEAMERS.

## FOR LONDON AND HAMBURG.

The Steamship  
Euphrates,  
Captain F. MORRIS, will  
be despatched as above  
on the 28th Instant.

For Freight, apply to  
ARNHOLD, KARBURG & Co.,  
Agents.

Hongkong, November 13, 1896. 2076

THE CHINA MUTUAL STEAM  
NAVIGATION COMPANY,  
LIMITED.

## FOR LONDON, VIA PORTS OF CALL.

The Co.'s Steamship  
Confia,  
J. DAVIES, Commander,  
will be despatched as  
above on or about the 2nd Proximo.

For Freight or Passage, apply to  
HOLLIDAY, WISE & Co.,  
Agents.

Hongkong, November 14, 1896. 2124

## Sailing Vessels.

## FOR NEW YORK.

The 100 A.T. British 4-masted  
Barque  
Maiterhorn,  
JOHN WILLIAMS, Master, is now  
loading here for the above Port, and will  
have quick despatch.

For Freight, apply to  
ARNHOLD, KARBURG & Co.,  
Agents.

Hongkong, October 8, 1896. 1879

## FOR NEW YORK.

The 100 A.T. British Barque  
Engelhorn,  
Captain R. SHIMMEL, shortly  
expected, will load here for the above  
Port, and will have quick despatch.

For Freight, apply to  
SIEMSEN & Co.,  
Agents.

Hongkong, September 6, 1896. 1661

## FOR NEW YORK.

The 3/4 L.T. American Ship  
Emily F. Whitney,  
PARSONS, Master, shortly ex-  
pected from Shanghai, will load  
here for the above Port, and will be de-  
spatched by end of December.

For Freight, apply to  
ARNHOLD, KARBURG & Co.,  
Agents.

Hongkong, November 21, 1896. 2172

## FOR NEW YORK.

The 3/4 L.T. American Ship  
John E. Kelly,  
Capt. CHARTER, shortly arrived,  
will load here for the above  
Port, and will have quick despatch.

For Freight, apply to  
ARNHOLD, KARBURG & Co.,  
Agents.

Hongkong, November 21, 1896. 2172

## WEEKLY NEWS FOR HOME.

## The Overland China Mail.

IS PUBLISHED to suit the Departure  
of each EXPRESS and PASSENGER MAIL  
Steamer for Europe. It contains special  
Commercial Intelligence, special tables of  
Shipping, and other information. The  
various Reports of Courts and Meetings,  
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